

LOCAL NEWS.

WEDNESDAY, NOV. 10, 1897.

BLACK DIAMOND RAILROAD.

An Interesting and Successful Meeting Held in Its Interest.

The big meeting in the interest of the great Black Diamond Railroad was held in the opera house last Thursday night and proved to be an enthusiastic and successful meeting. When the meeting adjourned the impression, almost to a man, was that the Black Diamond will be built, and that it will be built through the city of Anderson, and that the work will begin in a very short time. There are a few, very few, prominent croakers in Anderson who did not attend the meeting and who are trying to spread a wet blanket on the work, but they are mighty lonesome, and may be expected to fall in line at no very distant day.

This meeting was called, and an invitation extended to Col. Boone to be present, by the City Council upon request by petition of our citizens, the petition being signed by two-thirds of the property owners of the city.

Among those present were: Albert E. Boone, of Zanesville, Ohio; Hon. William Kirkley, Toledo, Ohio; Judge J. T. Simons, Cincinnati, Ky.; Gen. J. C. J. Williams, Knoxville, Tenn.; James N. Boyd, Dover, Ky.; John W. Mattox, Cincinnati, Ky.; Col. Duncan C. Wilson, Beaufort, S. C., ex-president of the Port Royal & Augusta Railroad; S. H. Rodgers, Port Royal, S. C., editor of the *Port Royal Post*; S. B. Thompson, Port Royal; R. T. Jaynes, Esq., H. A. H. Gibson, Robt. A. Thompson and G. W. Pratt, of Walhalla, S. C.

In addition to these, almost every prominent man of this city and very many prominent and representative farmers of Anderson County were also present.

After a short address of welcome by our distinguished Mayor, G. F. Tolly, J. L. Tribble, Esq., of Anderson, was called to the chair and J. T. Jaynes, Esq., of Walhalla, made secretary.

Speeches were made by Gen. Williams, of Knoxville, Tenn., and Col. Boone, pointing out the proposed route from Knoxville to Port Royal through Rabun Gap, Walhalla, Anderson, Abbeville, Edgefield, Aiken, Barnwell, Hampton and Beaufort, and showing the vast amount of tonnage from coal fields of the Southwest, the hard wood forests of Ohio and Kentucky, the Tennessee marble belt, the North Carolina slate belt and the wheat and corn belts, through all of which this great road will pass. They spoke of the wonderful success of this enterprise through the States of Tennessee and Kentucky, notwithstanding the vast amount of opposition with which the enterprise met at the beginning, and showed how this opposition had been steadily overcome until now there were five million souls north of North Carolina enthusiastic for the immediate completion of the road to the South Atlantic and with money enough to build it. They made plain the fact that the route through South Carolina to Port Royal would save thousands of dollars in construction of the road and give water facilities which must attract the attention of the world. Col. Boone made the statement that he had been offered every dollar needed to complete the road in exchange for the control of the franchises of the road when completed, but he had spurned the offer, determining from the outset to enable the people, by owning the franchise of their several States, to protect their interests against the mighty corporations whose freight rates have been sucking the life blood of the producers; that it will never be necessary for the B. D. to pool with any other system, because it will have double the tonnage of any other road. He stated the fact that there were people enough and money enough to build the Black Diamond and it would be built, the only question being whether it should be built through South Carolina and through Anderson or whether it should be constructed through the State of Georgia along the west bank of the Savannah river as it is already surveyed. He stated that the road would be constructed with a double track, and gave most excellent reasons founded in economy for so constructing it. Gen. Williams paid a glowing tribute to the memory of John C. Calhoun and Robert V. Hayne, and quoting them as saying that the time must come when a railway from the South Atlantic to the West will be built and that it must pass through Rabun Gap. He stated that Knoxville was thoroughly in earnest in this matter, that they had in 1895 invited Boone to come and take charge of the enterprise, that they had already subscribed \$45,000 and will give one million more; with the vast amount of tonnage in coal, iron, marble, slate, hard wood, corn and wheat, all of which would last for ages, the Black Diamond with 1,200 miles of road would do more business than the great Southern with its 5,000 miles of road. Much stress was laid upon the great Jellico coal mines which lie immediately in the path of the Black Diamond in the States of Tennessee and Kentucky, and the great enterprises the opening up of these mines must cause to spring up in the country lying South of them, and the relation of coal to all manufacturing industries. It was clearly shown that coal now costing \$2.30 per ton freight to Anderson would be reduced to 85 cents per ton or less, a saving of \$1.45 per ton and proportionately all along the proposed route, which would enable the cotton mills of the South to close the doors of every cotton mill in the New England States, as Southern mills will get no distant day manufacture the finer textures now claimed as a monopoly by these distant mills.

Judge J. T. Simons, of Owen County, Kentucky, after remarking that he had filled some places of trust in his State, stated that he was a recent convert to the Black Diamond Railway scheme; that his people had been forced to make a fight for the road because of discrimination; that their fight had been hard because the Legislature of Kentucky had refused to grant the franchise the people requested, but the fight had been won and his County had subscribed every cent necessary and everybody was satisfied.

James N. Boyd, a farmer of Dover, Ky.,

said: As an agriculturist, I have been invited to come into this country and I am glad of the opportunity because our interests are common. We did not at first accept the proposition to build this road with enthusiasm, but our interest increased as the benefits began to dawn upon us, and it will be the same way with you. I have 1,500 bushels of old corn in my crib now and ninety acres to gather, and I can get only 25 cents per bushel for it, and then am forced to pay 6 cents per bushel to get it to market. I understand you are paying 50 cents and 60 cents per bushel for corn at this place. Now, if we had this road, I would have a market for my corn—here Col. Boone interrupted, saying that the freight would not exceed 10 cents per bushel to Anderson—and you would save at least 20 cents per bushel. We have many things that you need and you have things we need and we should pull together for the building of this road.

Mr. John W. Mattox, a merchant of Cincinnati, Ky., Harrison County, said: When this enterprise first started in my section, I took no interest in it whatever. I had, however, spared no efforts to get our people a flow freight rate over the road we had. Time after time I had gone to the agent and asked why we were not given a rate in keeping with the rates of other places, and I was finally told that the road expected to make money out of points like Cincinnati where there was no competition. Just after this I wandered into a meeting being held in the interest of the Black Diamond Railroad and came out of that meeting thoroughly converted. I was convinced the scheme was practical and quite possible and I have been an earnest supporter of the scheme ever since. It is a grand undertaking and the road will be built.

Hon. William Kirkley, of Toledo, Ohio, who was for four years Commissioner of Railroads for the State of Ohio, said in substance: I am delighted to see the progress of this country. Your greatest and only drawback appears to be the lack of freight communication with the markets of the world at a rate corresponding with the rates enjoyed by Ohio and other States bordering on the Great Lakes. We never hear any trouble about freight rates in Ohio. Coal is, for example, four mills per ton per mile.

Freight rates corresponding with this means the planting of manufacturing industries, and with the planting of these industries prosperity must certainly come. The building of the Black Diamond through your country offers a grand opportunity for the development of your country and you cannot afford to miss it. It is not my province to make speeches. I am looking after the finances of the road and am preparing to sail for Europe the last of this month, and shall undertake to float thirty-five million dollars of bonds in London to build this road. We have an agent there now and the money is there awaiting investment. All that is needed to get it is to show that the investment will pay, and there can be no question of our ability to do this with the enormous tonnage of minerals, timber and other products which border the entire route of the Black Diamond. As for your country, all that you need to enable you to build more cotton mills is cheap coal and the Black Diamond will give it to you.

These speeches were well received by our people and it soon became evident that the Black Diamond had captured the meeting. Gen. M. L. Bonham offered the following resolution, which was unanimously adopted:

Whereas, Col. Albert E. Boone for the last three years has been giving his undivided attention to the promotion of the Black Diamond Railway system from the Northwest, via Knoxville, Tennessee, to the water on the South Atlantic coast; and has, with his indomitable energy, aroused enthusiasm among the people in the States of Ohio, Indiana, Kentucky and Tennessee, along the route of the projected road; and whereas the people of the city of Anderson and vicinity, and the delegates from various points along the proposed route through South Carolina, have heard the plans proposed by Col. Albert E. Boone for the building, equipping and running said road; and whereas the route proposed has long been regarded the most practicable and feasible one from the Atlantic seaboard to the great West through Rabun Gap to Knoxville; and whereas the business interest of the country demands the early completion of said road; and whereas the rapid growth in population, together with the development of industries of our country are such, that with this great trunk line penetrating into the heart of the coal and iron regions of Ohio, Indiana, Kentucky, and Tennessee it will be able to operate a double track road as outlined by Col. Boone; and whereas it appears from the testimony before us that the people along the proposed route in Ohio, Indiana, Kentucky and Tennessee are enthusiastic in their support of the proposed road; and whereas it appears that two-thirds of the real estate owners of the city of Anderson, together with a majority of the qualified voters in the city of Anderson, have signed a petition asking the City Council to submit to the voters a proposition to vote a subscription of \$50,000 in bonds to said road in accordance with the action of the General Assembly in such case provided. Therefore, be it

Resolved, 1. That we hereby endorse the plans of building said road as outlined by Col. Boone, and that we may rely upon our united support in carrying this grand work to its completion.

2. That Col. Boone and his associates be entitled to our material support in all that is needed in the preliminary work so as to hasten the early completion of the road, and to this end we recommend that the several towns and cities along the proposed route take immediate steps towards raising the necessary funds to secure the location of said road by surveys, rights of way, &c., so as to facilitate the work.

3. That if the towns and cities will do their part of the work, we have unqualified confidence in Col. Boone's ability to complete the proposed road, which will make the greatest triumph in railroad building of the nineteenth century for the South Atlantic and great West, which will then be indissolubly bound together by hooks of steel.

Other speeches were made favoring the building of the road.

Hon. J. M. Sullivan, chairman of the Anderson delegation in the Legislature, made a most excellent speech encouraging the enterprise. He referred to the fact that he was a delegate to the Black Diamond meeting held at Knoxville a little over two years ago, and said that at that time Col. Boone was endeavoring to gain the support of that section, and he was pleased to see that success had crowned his efforts, that he was in sympathy with the movement here and hoped there would be no croakers.

R. T. Jaynes, Esq., of Walhalla, S. C., made a delightful speech, which was highly entertaining as well as encouraging and instructive, and pledged his support for every dollar expected from them for this great enterprise.

One of the most instructive speeches of the evening was delivered by Col. Duncan C. Wilson, of Beaufort, S. C., ex-president of the Port Royal & Augusta Ry. His knowledge of the coal and iron industries of this country and of shipbuilding and the relation coal sustains to the merchant marine of the world and the wonderful possibilities of our Southern countries with a railroad like the Black Diamond terminating at Port Royal, the greatest harbor on the South Atlantic, is remarkable, and we have added to his speech a few remarks we obtained from him after the meeting, which we will publish in full next week.

Just before the close of the meeting a resolution was introduced and adopted empowering the chairman to appoint a committee of twenty-five whose duty it shall be to solicit subscriptions to a "pushing fund" which is necessary to pay for surveys for location and the like.

Our people appear to be deeply interested in this matter and to take no chances in building the road. Many of them remember that steady and indifferently lost them the Air Line road and that a like indifference and want of faith lost them the Seaboard Air Line. The vast benefits accruing to the people of the entire State of South Carolina by the building of this great railway has taken hold of our people, and if failure comes this time it will not be the result of indifference and inaction.

Railroad Promoting Committee.

In accordance with the action of the railroad mass meeting held in Anderson on the 4th inst., I have appointed the following named gentlemen as a promoting committee to raise a sufficient sum to cover the expenses of the preliminary work through Anderson County in the location of the Black Diamond Railroad:

For Fork Township—Dr. W. K. Sharpe, J. W. Shirley, John C. Gantt, H. C. Routh, Centerville; J. Belton Watson, Oliver Bolt, Joseph N. Byrum.

The City of Anderson—J. D. Maxwell, R. S. Ligon, James M. Payne, J. L. McGee, J. S. Fowler, J. L. Farmer, R. A. Jackson, J. L. Glenn.

Varennes—J. H. Jones, Thos. F. Drake and J. H. Anderson.

Hall—Julie B. Miller, S. O. Jackson, George Schrimpp.

Martin—T. L. Clinkscales, Sr., R. B. A. Robinson, R. R. Keaton.

I have endeavored to distribute the gentlemen named along the proposed route as near as possible, hoping that they will accept the appointment and lend a helping hand in this great enterprise. Let us all make a strong and united pull together, and we will certainly get the road.

I will ask these gentlemen to please meet me in the old office of Tribble & Prince, in rear of Farmers and Merchants Bank, Monday, Nov. 15th inst., at 11 o'clock a. m.

J. L. TRIBBLE

Flat Rock Items.

The health of this community is very good.

Dr. S. A. Bowen and wife and Mr. and Mrs. L. C. Keys spent a few days last week in Bowman, Ga., visiting Dr. Bowen's parents.

Mr. J. C. Schrimpp, of Fort Hill, spent last Sunday with his parents.

Ask Miss Ella — how she likes "Golden Light?"

Madam rumor says we are going to lose two of our best girls.

Everything has been very quiet in this community for the last few months. The young people have had but few sociables and parties, but we guess they will make up for lost time this winter.

Mr. W. T. McCarty, one of Townville's most handsome young men, passed down a few days ago on his way to see his best girl.

Rev. W. T. Duncan preached his farewell sermon at Smith Chapel last Sunday.

BETTY.

Boleman News.

The farmers are nearly through gathering their cotton and corn; now they will be busily engaged sowing their small grain crop, which will be a large one.

We have had a few old fashioned corn shuckings in the Fork this fall.

There will be more moving and changing of places with the tenants and croppers than usual this fall, which is always the case of bad crop years.

Mr. Thomas L. Woolton, of the Cracker's Neck section, is building an addition to his house on his Pullen's Mill farm, where he will live this fall.

Mr. James Brock, who sold his plantation to Mr. Alex. Stevenson last summer, has bought another place near Oakway, Oconee County, where he will move soon. We are sorry to have to give up Mr. Brock, as he is one of our best farmers. Though Mr. Stevenson will be in his place, who is also a good farmer and, best of all, a most excellent man.

There has been numerous complaints in various sections of the Fork of cotton and corn having been stolen from the fields at night. There is no necessity of any one stealing in this country, and the culprits should be caught and punished to the fullest extent of the law.

Miss Mamie Golly has gone to Augusta to spend several months with her sister, Mrs. Claude Skelton, who moved from Anderson to Augusta recently, where her husband is employed as fireman on the C. & W. C. R. R. His run is from Augusta to Spartanburg.

The Sunday School Convention of the Beavertown Association will meet with Double Springs Baptist Church on the first Tuesday after the third Sunday of this month.

Miss Maude Cromer is teaching the Double Spring School again this session. We would have been glad to have been able to secure her at Tugaloo, as she is an excellent teacher.

Children's Day was observed at Beavertown Church last Sunday. There were a large congregation present and about \$20 collected for the mission fund.

Rev. J. F. Singleton preached an excellent sermon at the Townville Baptist Church last Sunday, his subject being on the whiskey traffic of our country. He is for total prohibition.

We still have no teacher at Tugaloo and would be glad to have one at once.

It is with sorrow we hear of the critical illness of Mr. W. H. Boleman, of Hartwell, Ga. Mr. Boleman was for a number of years a resident of the Fork. He has many friends here who would be glad to hear of his speedy recovery.

Mr. L. O. Bradberry has got up his stock of goods at Boleman and is now ready for the trade.

A Card of Thanks.

Mr. E. H. E. Please give me space in your paper to extend the thanks of our family to all the kind neighbors who were so attentive to us while my brother was sick. May God's richest blessings abide with all of them. While the harvest is great and the laborers are few, I believe what we sow is what we shall reap, and I believe my dear brother has reaped a home in Heaven, where I hope we all shall meet.

ANANDA FOWLER.

Yes, we Announced that we would

BE AT THE

Selling Bee.

The amount of Goods that we have distributed throughout Anderson's trading tributaries will prove the assertion. We are selling our Stock low. We have a fine selection. The people appreciate this fact, when they give our Stock an investigation. Put a peg down right here, and don't let this slip from your mind. We expect to push Stuff from now until the holidays; there will be no hold up, but from now right up to Christmas Eve night we will push business for all it is worth.

SEE US ON OUR SPECIALS.

CAPEs and JACKETS!

Are on the list. We have a fine selection and big range of styles and prices. We have customers who come to us for Capes and Jackets who do not trade with us in other lines. We think this conclusive proof of the great strength of this line.

UNDERWEAR.

For Ladies, Misses and Children in Wool and Cotton. Union Suits for Ladies, Misses and Children. This is a line of good, reliable manufacture—fits and wears well.

SHOES.

With an abiding faith in what we have to offer you we are ready to cry, "Shoes for Sale" in season and out of season. We have the right styles, the right widths, with the right stuff in them, and at the right prices. Can't we induce you not to pass us on Shoes. If you have never bought Shoes from us try us. If you have, try us again.

We expect, if possible, to put more force behind our Clothing from now until Christmas than we have done before. Well made, nice fitting Goods are a great power, but we expect to add to that the still greater lever of Low Prices. We have Clothing that must be sold, and that will be sold if we can get the people to give our Stock a fair and unbiased investigation.

We boldly declare that we fear no competition in this line. Our Stock and our Prices, when investigated, will take care of themselves. One fact that you can't get around—best Goods at lowest prices.

We mean what we say. Clothing is going.

Remember, that it is just a little more than six weeks 'till Christmas. The weather, has been unseasonable so far, and Winter Dress Goods, Shoes, Clothing, &c., have not been a necessity, but from now on you will need them; and remember that we are prepared to furnish you with almost any article of wear for Men, Women and Children, and that it is our constant aim and endeavor to give each and every customer full value for every cent spent with us. When we do less than that we do not merit your patronage, and will thank you to tell us so.

We will not be Undersold, and guarantee full value for your money every time you trade with us.

Yours very truly,

C. F. JONES & CO.

"ALL COONS LOOK ALIKE,"

— BUT WHEN IT COMES TO —

Ladies' Shoes

There is
A
Vast
Difference.
Our Line
Comprise
Are of
the Newest
and
Latest Styles
for
Fall and Winter
Wear.



"WE HAVE GOT 'EM,"

— AND —

DEFY SHOE COMPETITION.

ELECTRIC CITY
SHOE STORE,
OLD POST OFFICE,

FRIPP & LIGON, Proprietors.
ANDERSON, S. C.

MERELY TO GIVE YOU AN IDEA

As to how we are
SELLING GOODS THESE DAYS,
We quote below:

Heavy Arctic Flannel 40c.
All Wool Flannel 8c.
Heavy Canton Flannel 5c.
Heavy Bed Tick 6c.
Fast Colored Seamless Hosiery, double heel and toe, black and brown, 10c.
Heavy Knit Socks 5c. a pair.
Boys' Suspenders two pairs for 5c.
Hannibal Doe Skin Jeans 12c. a yard.
Men's Work Shirts 24c. each.
The best Knit Shirts 45c.
Heavy Undershirts, full size, 18c.
All Wool, fleece lined Shirts and Drawers only 90c. Suit.
Ladies' Union Suits 50c.

The very best of Underwear, commonly sold at \$3.00 per Suit, \$1.90.
The above are prices at which we retail our Goods, and on comparison you will find same to be about 10 per cent. below New York Cost—still we make a profit. We buy mostly from Factories, and take the profits the Jobbers usually enjoy.

We set the pace for reliable SHOES. We can show in our Stock every class and description of Footwear from makers noted for their reliability, and our best advertisement for this department are those who have profited by our superior Goods, and who return to us for duplicates. We make a specialty of fitting up entire families with their Winter's supply of Shoes, and can give you a good discount in buying this way.

McCULLY BROS.

HOT TIME!

Yes, it seems to be getting rather warm in our old town. Let the good work continue—the farmers need the help. Selling cotton at five cents he needs close prices. Cut 'em low, slash the knife in 'em, and let the people have the profits. We came here to stay, and don't you forget it, "Bud," we are staying.

UNDERBUY.....UNDERSELL!

SPOT CASH!

Does the work. Some say they bought too heavily, others must close out, but the Racket bought just right. All in knowing how. Just picked up \$5,000 stock Dry Goods, Shoes, Clothing, &c., at fifty cents on the dollar, and for next sixty days we mean to slash 'em into pieces. All new stock, and they must go. One price won't move 'em, another will, and don't you forget it. The "Racket" is in the race, and if you will look at this you will believe it. We lead the flock.

Any shoe on our counter No. 1, Ladies', Mens' and Boys', 75 cents. On counter No. 2, 94 cents. Now these goods are all worth double the money. Ask your neighbors about them, they can tell you. Sold more shoes in six weeks than any two concerns in Anderson County, and will continue doing it. Ladies' Shoes begin 43 cents up, Childrens', 15 cents up, Mens', 63 cents up. No, we don't have to sell at cost, but it is about time for the same old "cheat-nut cost sales." You can't fool the people, they know merchants don't sell goods at cost. Sorry we didn't buy twice as many goods as we did. Can't keep 'em. Every train comes in with new goods and prices tell the tale and keep our store crowded from Monday morning 'till Saturday night.

Twenty-five Slate Pencils 1 cent, Cake Soap 1 cent, 4 boxes Matches 1 cent, 6 papers Needles 1 cent, 5 Lead Pencils 1 cent, 25 Envelopes 1 cent, 2 yards Lace 1 cent, and many other things too numerous to mention. Come see for yourself. Now, let us give you a pointer. Clothing at your own price.

A long Water Proof Macintosh Overcoat, \$1.98. Mens' Suit of Clothes \$1.98. Boys' Wool Suit, 49 cents, and on up at your own price, not ours. Can't keep the people from coming to the "Racket." Prices will draw. The people know where to go. Don't be fooled into buying before you look at our goods. Save your dollars, hard to make 'em selling five cents cotton. Cans of loads of stuff for the "Racket," and we intend to keep 'em coming. No, it puzzles some folks; can't understand it. Only been here six weeks and the "Racket Store" is spread all over this country. People come for miles around tell us their neighbors told them to go to the "Racket."

Nice heavy Outing, 21 cents. Nice smooth Gingham 21 that everybody charges 5 cents for. Good Bed Ticking 41 cents per yard, better at 8 cents and the very best that's going at 10 cents per yard. All Wool Flannel 8 cents and we defy anybody on earth to beat our prices on Jeans.

Few more Jeans Pants going at 29 cents each, worth 50 cents. Boys' 12 cents, worth 25. Yes, that's what keeps the Racket "in the swim."

THE RACKET.

MOORE & WALLIS.